



## Public Information Meeting #1 Minutes

November 11th and 13th, 2003

**ATTENDEES:** See attached attendance sheet. Project team included representatives from WisDOT Madison District, T N & Associates, Inc., Vandewalle & Associates, Bloom Consultants, and Traffic Analysis and Design.

**MEETING DATES:** November 11 and November 13, 2003

**LOCATION:** Craig High School, Janesville and Darien Elementary School, Darien

### **PURPOSE OF MEETING:**

1. To introduce the public to and provide background on the project
2. To begin a dialogue with the public – both by asking questions and gathering insights from them and answering questions about their initial concerns about the study.

### **MEETING SUMMARY:**

The meeting began with an open house format, running from 4:30 to 6:00 pm, during which time residents could view exhibits showing the corridor and traffic accident data. Following this open house period, WisDOT Project Manager, LeAnna Wall, opened the formal presentation with a short introductory welcome and then turned the rest of the presentation over to TN & Associates Project Manager, Darin Blang. Mr. Blang gave a brief presentation, introducing the project and presenting information about the 2020 plan calling for this route to serve as a collector route and some traffic volumes and crash data. He stated that WisDOT would use comments from the public, as well as input from the local governments and county, to assess the highway needs and collect background data for the remaining phases of the study. He also presented an overall schedule for the study and stressed that there are currently no alternatives of any kind proposed for the corridor. After the presentation, the meeting returned to an open house format until about 7:30 pm. The project team recorded comments heard during the informal, open house sessions.

After the presentation, there was a brief question and answer period.

#### **Q&A from 11/11/03:**

- **Q:** What are the crash rates from old STH 351, at the east end of the south Janesville bypass, up to I-90, to STH 11? **A:** Rate is 9; statewide average is 63. A separate study is being done for IH 39/90, from the state line to Madison.
- **Q:** Is a new road planned on existing alignment or on a new alignment? **A:** There are no preconceived notions of where or what would be an improvement alternative.
- **Q:** How do you plan to connect STH 11 at Darien? **A:** That segment between Delavan and Darien is not part of this project.
- **Q:** What percentages of accidents are attributable to alcohol? **A:** Don't know.
- **Q:** How are future traffic projections done? **A:** They use actual traffic counts, and compare to state counts. WisDOT has a central office that does the projections, based on growth, development and other factors.

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- **Q:** Could USH 14 be extended west of Janesville as an extension of the bypass? **A:** This section is not part of this study.
- **Q:** Why don't we use IH-43 to STH 140, then go west to IH-90 – was that considered? **A:** This may be a potential alternative.
- **Q:** What is the purpose of the pink flags by my house? **A:** Probably the gas pipeline study. It is not related to this study.
- **Statement:** We don't need a four lane. Preservation of farmland is more important than getting people to shopping in Janesville.
- **Statement:** Use existing I-43. Keep more traffic on to the interstate.
- **Q:** Have traffic counts considered that traffic is using 11/14 because IH-39/90 is under construction? **A:** Yes, this is considered in the projections.
- **Q:** Is the STH 140 corridor part of the study area? **A:** Yes, a portion of it is in the study area.
- **Q:** Will the proposed weigh station on IH-39/90 be considered? **A:** Yes, because more trucks may use 11/14.

### Q&A from 11/13/03:

- **Q:** Has an Origin/Destination study been done, as part of this project? **A:** No. But it is part of the Statewide Travel Model, that this project will use.
- **Q:** What is the process to obtain right-of-way if the project goes to four-lane? **A:** There are no plans calling for a four-lane at this time. The Transportation Planning Commission has to approve the project plan, then the project would be enumerated, designed, and right-of-way platted. Funding would need to be appropriated. The process involves appraisal, negotiations, then acquisition as carefully controlled by State Statutes to provide a fair market value to the property owner. Total process is 2-3 years.
- **Q:** How much traffic from IH-94 will use the 11/14 corridor if it is improved? Has study been done? **A:** No.
- **Q:** At the east end of the project 89-I-43, there are 17,00 new cars entering this point, where are they coming from? **A:** Side roads and other routes.
- **Q:** What day of the week were counts taken? **A:** Counts were made over the entire week and seasonal adjustments were made using standard methodology. They were also compared to previous years.
- **Q:** On 2002 Corridors Plan, why is study ending at I-43 and not going to south on US 14 to the state line? **A:** This segment of 14 has more traffic on it than segments further south, the connection to Janesville and to points further west, i.e. Madison, The Dells. People in SE Wisconsin use this route to get to these places further west.
- **Q:** What is the time frame for improvements to USH 12 between Madison and the state line ? **A:** No study is planned to look at the entire highway from Illinois to Madison, mostly because there is no money to do so. The Fort Atkinson bypass is under study and other "bits and pieces", like the Whitewater Bypass, are being improved, but not the entire corridor.
- **Q:** What is volume/percentage of truck traffic? **A:** 13% overall for the corridor is truck traffic.
- **Q:** How do you differentiate between trucks and motorcycles when doing the traffic counts? **A:** The counters measure axles. About 2-5% error is standard for multi-axle trucks.

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- **Q:** At the intersection of CTH C and M, there are poles that obstruct drivers' vision. Is this under consideration? **A:** Yes, these types of problems will be looked at in the alternatives phase. This might be an interim improvement, due to safety concerns.
- **Q:** Would a four-lane be divided or undivided? **A:** If it goes to four lanes, it would be with a median, i.e. divided.
- **Q:** Are there any interim improvements planned? **A:** Yes, an overlay is planned in several years (2007).

After the presentation, the meeting returned to an open house format. The project team recorded comments heard during both informal, open house sessions. These comments include:

### Open House Session Comments – 11/11/03

- Many gravel trucks on Avalon Road, as many as 4 or 5 per minute, from a gravel pit near Van Allen Road (by Kennedy Construction). Concern for visibility at hill.
- Farm machinery on Avalon Road; not much road.
- Slow down traffic on 11/14; enforcement issue!
- Property owner at 89/14: prefers to keep on existing alignment, go to 4 lanes; consider traffic signals @ this intersection.
- Prime farmland – best in the country! Rock Prairie land: please consider not using for a highway; it will destroy something that can never be replaced.
- 14/11 intersection w/ CTH O: Not happy with how it was reconstructed; problems crossing.
- 14/11 Intersection: not happy with how through lanes are configured.
- Several people prefer keeping 11 on the interstate.
- Accidents are caused by inattentive driving, and not being patient. Four lanes would cause more problems. Suggestion: Add some turn lanes, widen shoulders and preserve the farmland!
- There should be a no passing zone between Milton Shopiere Road and STH 140.
- The curve between Emerald Grove and STH 140 is dangerous.
- There were several comments that people drive too fast on the highway.
- There were many comments regarding the preservation of farmland in the project area. Many in attendance did not want to see us take a lot of farmland to improve the road. They felt it would be best to keep the roadway on its existing alignment as much as possible.
- Several people stated that improvements to the highway are necessary.
- There were several comments that a lot of the problems on the roadway are due to out of state drivers speeding on the road.
- Extend study to include I-43. Feels there needs to be better coordination between DOT projects (e.g. this study and weight station on I-43).
- If new alignment is chosen, use the section line roads.
- Traffic is not that bad, it is mostly the drunk drivers who are causing accidents.
- Accidents don't seem to be increasing. If DOT would straighten the curve around Emerald Grove and add blinking lights at 140 to stop people, that would be enough.

### Open House Session Comments – 11/13/03

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- A person living along 14/11 just east of CTH C would like to see 4-lanes. He said we should buy out one side and expand to 4-lanes before more people are killed. He has a difficult time getting out of his driveway now, and it is only going to get worse.
- There were several comments that a lot of cars use CTH C as a short cut and drive too fast down the road.
- Several people said the intersection of 14/11 and CTH C was dangerous. They stated that when you're stopped on CTH C you can't see very well onto 14/11 because of sign posts and trees.
- One person said it would be difficult to separate STH 11 from I-90. He said the DOT had agreed not to extend STH 11 east of I-90 when the bypass was built.
- Again, several people commented that a lot of the problems on 14/11 were because people drove too fast and too recklessly.
- One person suggested we not expand 14/11 to 4-lanes, but rather construct a new 2-lane highway between Avalon Road and CTH C to help take some of the traffic off of 14/11.
- Avalon Road is bad. The intersections with Van Allen Road and CTH J are dangerous (sight distance issues) and there are also a lot of people speeding on the road.
- The intersection of STH 11 and USH 51 is very congested.
- There have been articles in the Janesville Gazette showing alternatives for this corridor. These include extending STH 11 along Avalon Road and connecting into the existing corridor near CTH C.
- There are a lot of speeders on CTH J.
- It is difficult to turn from USH 14 to CTH C/M. When a turn is made, traffic needs to slow down behind the turning vehicle.
- Sight distance is poor on the northbound CTH C and southbound CTH M approaches to USH 14.
- A farmer in the NE corner of the USH 14 intersection with CTH C (north/south section of USH 14) states that people traveling NB on USH 14 have continued tangent at the USH 14/CTH C intersection and landed in his fence, resulting in cows and horses being let loose. Farmer also concerned about the angle at which CTH C intersects USH 14 and states that it is hard to maneuver his head to see all of USH 14.
- A resident of Emerald Grove stated that the springtime melt results in flooding of USH 14 from the bridge in Emerald Grove and west for a distance. Resident states that signs are often set-up to warn drivers of high water (2-3" over the roadway). Resident also states that the past two years the water has filled the ditch lines and but not covered the road, probably due to less snow to be melted.
- What will happen with a new weigh station on I-90? Resident concerned that truck traffic trying to avoid the weigh station will travel east along I-43, north along STH 140, then west along USH 14/STH 11 back to I-90.
- School bus accidents on 26 to Milton, which is 4 lanes. Going to 4 lanes does NOT necessarily make the road safer.
- CTH M/C intersection is bad. Sometimes traffic doesn't stop at stop signs. Berm was built, then overgrown with weeds, so now there is poor visibility. Hard to turn south on C.
- Creek Road intersection is a problem!

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The public was also asked to comment in writing on specific problems, trends, environmental justice concerns, and other item. Some participants also chose to mail comments back to the project team. These comments are summarized below.

### Written Comments -- 11/11/03

#### Problems

- Speed – illegal passing on US 14 in Emerald Grove, Junction 140 at all times
- Resurfacing
- Tail gating
- Trying to cross 14/11 from smaller county and township roads. At Corner of MM and 14/11, especially on weekends (Fridays through Sundays) and on holidays.
- Crossing 14/11 on north-south roads on any north-south township or county road, especially on weekends (Fridays through Sunday) and on holidays.
- Increased semi-truck traffic on 14/11
- Speed at US 14 at Emerald Grove, Junction 140 any time.
- Needs resurfacing at Rock and Walworth county line in the next 1-2 years.
- Railroad crossing at “Back o’ the Yards” (Beloit Ave. and Kellogg) when a train is there.
- Congesting traffic at Beloit Avenue and Avalon Road when General Motors employees get out of work.
- J and Avalon Road intersection speeders on J and failure to come to a complete stop on Avalon Road.
- Avalon Road – although posted no passes, I have seen them on the road.
- Intersection of 14 and Emerald Grove and 89, 11 and 14. Although no accidents have happened, there have been many near misses.
- Traffic light would be better than 4-way stop sign = better traffic flow at 14/11/89 intersection.
- Traffic volume with increases should have four-lane road for better traffic flow.

#### Working Well

- The newest section from O to the 11 bypass and Business 14.
- I like the 14/11 highway plan. From Madison to Beloit and Milwaukee is Business Wis. Also need a four lane from 11/14 past MM and A to I-90.
- The route is direct and fairly straight, until you get to Serl Road going east.
- Although traffic has increased, it flows well. I do travel this corridor on an average of once a week to pick up 43 rather than use I-90 because of the heavy traffic and construction.
- Access from I-43 to Janesville.

#### Important Trends

- Increased amount of traffic which seems to be travelers going north or south. The weekends and holidays seem particularly busy. We avoid using the road as much as possible during those times and try to figure out how to avoid having to cross that highway.
- Cars tend to exceed the speed limit. Tailgating also seems to be the norm.

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- I feel that the DOT would like to connect bypass 11 with 14 to ease the congestion at Bypass 11 and G and I-90 and 11. My main concern is the farmland this would impact and water run-off.
- Increased traffic flow and volume. Recommend four-lanes on access to I-43.

### Drainage/Archeological/Haz Mat Details

- Haz Mat -- at Mallard Ridge area. Municipal dump.
- Arch/Historical – Church at Emerald Grove – would it remain standing?

### **Written Comments – 11/13/03**

#### Problems

- Too much traffic from Janesville to my house (8403 E. Highway 14 in Janesville). I have seen four almost-accidents when the four lane turns back into two lanes coming from Jamesville to Darien in the last ten days.
- Tractors and semis cause a lot of people to pass really too daringly sometimes, from Emerald Grove to Delavan, frequently (almost every weekend).
- The antiques store on Emerald Grove and 11/14 – people flip u-s and stop by slamming on the brakes.
- Cars turning from 14/11, left or right, create an unsafe situation by backing up traffic. Possible solution is to put in tapers – Dist. #1. Happens on side road intersections at anytime.
- Flooding on 14/11 west of Emerald Grove during spring or heavy rain falls.
- Christie Road does not have an advance notice sign to assist traffic in finding Christie Road on the west end of the project. Please add this sign.
- WIS 11 jogs on I-90, increasing traffic on the interstate and congesting it. This is bad fro STH-11 because there are too many turns to make. Where: I-90. When: All the time.
- STH-11 and CTH G, US 51. Needs interchanges at each location. STH-11 Janesville bypass should be a freeway.
- US-14/STH-11/STH-89 intersection, needs to be bypassed to favor the US-51 route.

#### Working Well

- Not much.
- Traffic does flow with little or no interruption in flow. Is access control being looked at during this study to help control turning movements?
- Traffic count are relatively low, so the highways are not gridlocked and crash-prone. That won't last for too many more years, though. NOTE: The needs of the regional traffic is more important than the local traffic.

#### Trends

- Seeing ambulances and cars turning around in my driveway (8403 E. Highway 14 in Janesville)
- Traffic is getting heavier. There is a needs for four-lanes and access control.

#### EJ – Information Affecting EJ populations

- Twin Oaks Shelter at county line.
- This is bogus. Give me a break.

Drainage/Arch/Hist/Haz Mat

- Drainage -- Scharine Road – Flat grade on North and south – steep grade on south.

**Written Comments – Mailed In**

Problems

- The major problem is at US 14 and 26, congestion which won't be solved by expanding 11-14 the east. Where: 26/14/I-90. When: almost any time.
- Bad for agriculture with increased traffic being routed onto 11-14 by the I-90 road repair, access to fields not easily accessed. Where: 14/89 during summer when I-90 is being repaired.
- Evening driving from strip club with some drinking involved, at 14/89 around closing time.
- Very rough pavement. It is failing from bottom up – rotten concrete, along entire length of existing. Temporary overlay 6 years ago has worn out.
- Very few passing zones that are clear enough for a safe pass, at 11-14 from Janesville to Highway 89. Always.
- STH 140 and US 14 intersections – too much happening at one intersection. Stop 140: Hill and speed coming out of Emerald Grove. No passing lane to allow for turning traffic on to 140 from Highway 14.
- Intersection 351 and Highway G (Prairie Ave.) is an extremely busy intersection. People run red lights. There have been several accidents. West-bound semis come down the hill from I-90 and bear down on passenger cars so fast. When: During working hours.
- A very short distance south of 351 and G intersection is Detroit Ave. People attempting to turn left at Detroit Ave. are almost pushed. Cars pass on both right and left hand sides. We have to have safe and easy access to Detroit Ave. and entrance from Detroit Ave. to highway G. I have nine lots that border 351 and my son, Larry Kettle, has a home on Detroit. When the road was rebuilt, we were assured any time 351 was widened, it would be north. If it went south, it would destroy my lots and be too close to my son and the other houses on Detroit Ave. When: during working hours.
- Too many road signs blocking the view for crossing or turning onto the highway at 14/11 and County C, anytime.
- Turning off of the highway on a curve with no passing lane (going west) at 14 and County C, anytime.
- Highway 11-14 and M & C is a bad corner, Sometimes coming from the north, weeds are so high you can't see. Certain times, coming from the south in summer, there is a tall ornamental grass on the left, which makes it difficult to see also. There have been many accidents – also on the right coming from the north, you have many sign posts to look around! Then on the highway, and want to turn, people pass when they shouldn't. Need a double yellow line through this area. Extra lanes at this corner might help.
- Inability to turn left off Hwy 140 onto 14/11 because traffic is so heavy on Hwy 14/11. This results in traffic backed up past our 3 driveways (2 home and 1 shed), so we are unable to go left out of our driveways. When: Anytime traffic comes off I-90, weekends, summer and holiday travel time.

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- Inability to get out of the Emerald Grove Congregational Church driveways. Traffic is so heavy and going over the speed limit. Especially dangerous for the elderly! When: Sundays 11:45-12:15, especially bad in the summer at 10:30 service let-out.
- Crossing or traveling Hwy 14/11 with farm machinery is very hazardous. Traffic travels too fast and is so impatient it passes when it shouldn't! I never see police in Emerald Grove to catch speeders anymore. When: Anytime on 11&14.
- I own a farm on E. Country Rd MM. The area you have under consideration has the best farmland in the world. Your mission should be also to preserve prime agricultural land for food production. Rather than build a four lane highway and irrevocably destroy more farmland, build into the present two lane highway an extra lane (both east and west), every so often, going to three lanes, to allow cars to pass, like they do in other states. This would help preserve precious farmland, cut costs and still improve public safety. It would also solve the problem of what to do with Emerald Grove. It could remain two lanes going through that area.
- Traffic in general travels too fast and doesn't yield to farm machinery and local traffic exiting at intersections and driveways.
- Poor visibility and lack of turning room for trucks. Particularly on the County M side.
- Visibility problems when southbound on Emerald Grove Road and turning onto/or crossing 11 & 14.
- The surface of the entire road is very poor.
- People in a hurry often see the short "go around" spot at Christie Road as an opening to a 4-lane and try to pass there.
- Multiple uses of road – farm equipment and vacationers, semis, etc. – lots of seasonal issues with farm access roads. People use back roads as shortcuts and then try to reenter 14 in fast, very heavy traffic.
- Impatient people and the confusion of folks looking for driveway entrances at Sorg Packing – expect similar problem with new station on 14/11.
- Farm machinery and horse trailers need extra room for turning and need to slow down more than regular traffic, which causes trouble on the highways.
- Curves and ditches are not well maintained and in our area there is a tremendous amount of water moving, causing flooding at times.
- Speed – cars are driving too fast all along the route.
- High volume on Fridays and Sundays due to vacation traffic.
- The varying speeds of vehicles create hazardous situations with long lines of vehicles and hazardous passing situations from Rock/Walworth county line to 11-14 Interchange.
- Road surface is uneven from Rock/Walworth county line to 11-14 Interchange causing handling problems for both cars and trucks.
- The new part of Hwy 11 is very rarely traveled. We go on it about 3 times a week and you are lucky if you meet one other vehicle.
- You took all the good farm land away for what? You never seem to take sandy, stoney ground – Leave La Prairie out of it!
- If GM leaves Janesville you would have ruined great farmland for what – GM could move out at anytime.

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### Working Well

- Low accident rate, low fatality. Preserving our prime ag lands. The traffic on 11-14 is low when the I-90 segment is functioning.
- It is direct access to I-43 and Milwaukee County.
- Traffic flows fine from 351 to I-90 to 14.
- Thank goodness there is a right turn lane off 11/14 onto 140 and thank you for the larger road name signs.
- Relatively smooth traffic flow. Only one stop between Darien and Janesville.
- The highway itself is fine. The drivers are the problem. It gets the people where they want to go. It is not overcrowded. Leave it alone! Do not make life hard on the people who live on Hwy 14 or the farmers whose ground you will destroy. Please use some common sense when deciding this project.
- Nothing. We love County Road J as a good quiet road and want to keep the land a countryside, peaceful, and for wild life. We have a game farm license here.

### Trends

- The most important is preservation of prime ag lands, we have zoned since 1986 to protect Plano Silt loam for agriculture, not for someone's ease to get to the Dells 10 minutes earlier. We have followed the state mandate for smart growth.
- The number of people using CTH C to avoid the slow down and stop at Hwy 89 and 14, When people do this, there is a danger and congestion at C and 14. Both places very scary!!
- My big concern is to protect the farmland. Keep new construction on existing road ways, e.g. W – LaPrairie – Avalon Rd and 11-14-East. If need be, widen to 4 lanes.
- Seems there is a lot more traffic each year.
- Traffic going faster and faster.
- Too many trucks using this route to avoid the weigh-scale and construction on I-90.
- Increased traffic flow.
- Just increasing traffic of all kinds.
- Increasing volume of traffic in both directions creates a more dangerous atmosphere.
- County Highway J was just fine till I-90 was worked on then you could not even cross the road for your mail and paper. The intersections of 351 and County G & 351/Avalon Road & County J are very bad now – you would only make it worse.

### EJ – Special concerns

- As the diversity of Janesville and Rock County continues, it is important to provide cultural and job access to all citizens. This study would help in that regard.
- Agricultural businesses – many farmers along this route make their living from crops and dairy.
- My husband and I are both elderly and disabled. This farm has been in our family since 1929 and he just inherited it from his parents. It is the best farmland in the world! Please do not take any of it for a highway.
- It would affect the agricultural businesses in a big way!

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- It is hard to get mail and the paper now – I have to walk a mile each day for my heart. Doctors orders, and it has not been safe this summer. We think you should make I-90 6 lanes really soon and hook up into I-43. Please leave La Prairie out of it. Thank you

### Drainage/Arch/Hist/Haz Mat

Drainage – Creek at Emerald Grove, south of Highway 14

Drainage – Emerald Grove at the location of the bridge and intersections. (2) bridges.

Drainage – Emerald Grove – Spring mely and run-off if heavy rain or sudden warm weather.

Drainage – Will widening the road and bringing it closer to homes be detrimental to our ground water supplies?

Drainage – Between 11/14/89 and Serl Road – Water remains in roadway.

Arch/Hist – Emerald Grove Cemetery, south of 14.

Arch/Hist – Dockhorn Farm on Avalon Road, ½ mile west of Emerald Grove Rd. on top of hill – [In] 2005, this will be a Century Farm. House [was] built in 1907, well maintained and built of good materials. A beautiful house and should be preserved.

Arch/Hist – Church at Emerald Grove.

Haz Mat – Delavan Drive (Co. O) at Co. J. It is an EPA Superfund site.

Haz Mat – Pit at the corner of Count Rd. J and O, on SE corner.

Arch/Hist – Emerald Grove – Antique Store and Dean Farm.

Arch/Hist – Carvers Rock – Sites of Blackhawk Indian battles.

### **Comments Gathered From People Who Could Not Attend The Meeting**

- “While I have no idea of the environmental affect, I would like to see some sore of connection between I-43 and I-90. This would open up our employment possibilities as it would be more practical to get to and from work for anyone north of Janesville on 90. Now employees and suppliers often complain that this road is slow and quite dangerous - especially in the winter. It would also make the Madison area a more reachable market. Is one possibility to open this up to an expressway between 90 and 43?”
- One woman thinks the existing roadway works well as a two lane facility. The worst congestion occurs during the summer travel periods when the weather is good. In the winter when the weather turns bad the tourists are not around, and the locals know what roads and intersections to watch out for. She feels there is a speeding problem on USH 14 between I-43 and the STH 89 intersection.
- “I support the planning for a future four-lane connector between Janesville and Interstate 43. This project will improve access between Janesville and the greater Milwaukee area. I travel this route frequently when I go to Milwaukee and other cities along the I-43 corridor. Improvements to highway 11/14 will allow Janesville and Rock County to move products and people in a safer and more efficient manner. I urge you to move this project forward.”
- A man said that he has traveled the new STH 11 bypass several times, and hasn't seen very much traffic on it. He's concerned that a lot of money was spent for a roadway that isn't used very much, and doesn't want that to happen with this project. He is also concerned that a lot of

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good farmland will be bought up for this project. However, he did say that he would need to see alternatives before he decided whether or not he would support the project.

- The main problem with the roadway is too many trucks and too many speeders. She felt that the state patrol should be responsible to controlling speed on the road. She also felt that the "corporations" whose trucks were using the road should be made to find a different route. She stated that the trucks are so loud that she can't sleep at night. She also said someone at DOT (?) told her that STH 11 was supposed to go down Avalon Road, and that the state had already purchased some land along Avalon Road for this purpose.
- There are some problems with water overtopping the pavement during heavy rains. She said the culverts under 14/11 near Emerald Grove overflow. She stated that she had spoken with someone from the state about one of the culverts being  $\frac{3}{4}$  full of debris, but nothing had been done about it.
- She said she's lived on the road for 16 years, and that it has changed dramatically in that time. She's worried about accidents and children in the area getting hurt.
- Again, she said the roadway was bad, with speeders and accidents. Feels making it four lanes would be "sick". Wants state troopers on the road to control speeds.
- "I received the information on the proposed four-lane connector between Janesville and I-43. I am writing to show my support for this project. It will improve access between Janesville and the greater Milwaukee area. We utilize the Milwaukee airport regularly so the improvements would be very welcome. The project will also allow Janesville and Rock County to move products and people much more efficiently."